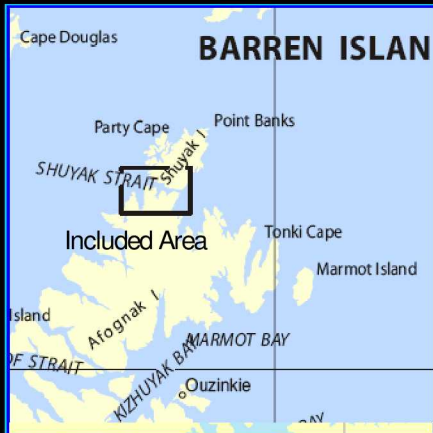


# BookletChart<sup>TM</sup>

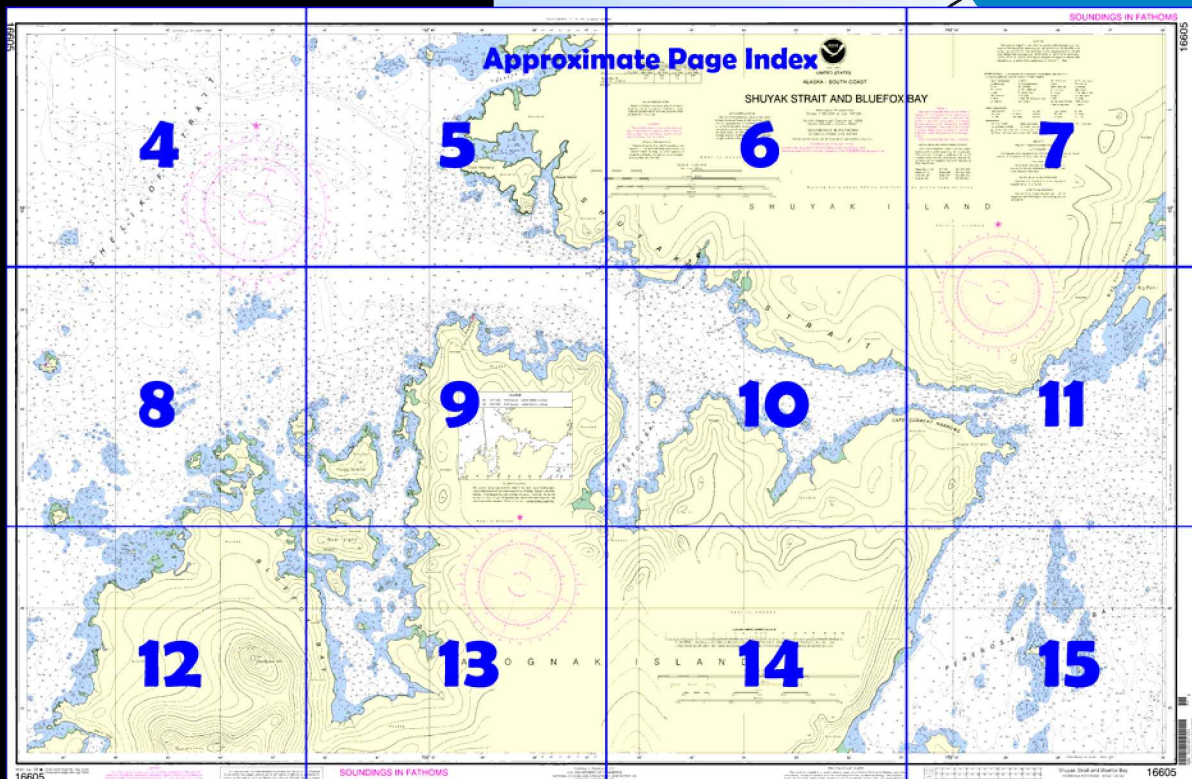
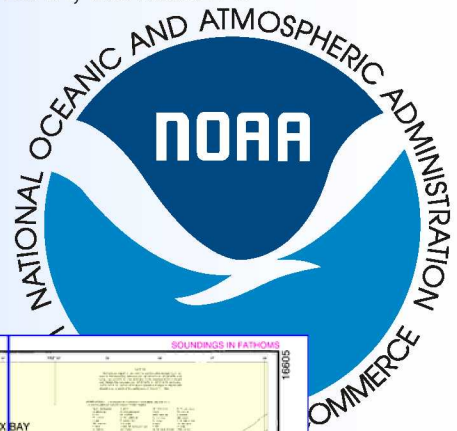
## Shuyak Strait and Bluefox Bay

(NOAA Chart 16605)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

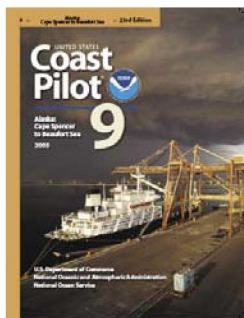
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



#### **[Coast Pilot 9, Chapter 6 excerpts]**

(592) Entering Shuyak Strait from Shelikof Strait, vessels pass about 1 or 1.5 miles N of Rocky Island and head for the middle of the strait on a course of about **113°**.

(593) Islets and rocks, which uncover, are on both sides of the W approach to Shuyak Strait. The best water is found by favoring the N side of this approach.

(594) Shuyak Strait is apparently clear of dangers in midchannel except as noted below. Soundings indicate depths of 60 to 80 fathoms

near midchannel as far E as Redfox Bay. Wooded hills, about 400 feet high, line the rocky shores on both sides, and there is practically no low flatland.

(596) The outermost danger on the N side of the W approach to Shuyak Strait is a group of submerged rocks with a least depth of 2¼ fathoms

about 3 miles 052° from Rocky Island. A rock baring at minus tide is 400 yards NE of the rocky shoal, and the area inside of them to **Green Island** and thence to the shore at Neketa Bay is foul.

(599) **Alligator Island**, so called from the resemblance from certain directions, is grass covered, 0.3 mile in diameter, and 64 feet high; the island is 1.3 miles S from Rocky Island. **Alligator Island Light** (58°28'28"N., 152°47'17"W.) 72 feet (22.0 m) above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on the NW side of the island.

(600) **Cape Newland**, the SW extremity of Shuyak Island, is 75 feet high and grass covered to the tree line. Rocks awash at various stages of the tide, are detached 500 yards W and about 600 yards S from the cape. Broken bottom extends into the entrance to Shuyak Strait about one-third the way from the cape to Lighthouse Point.

(601) **Lighthouse Point**, 4.2 miles E of Alligator Island and grass covered to the tree line, is on the S side of the W entrance to Shuyak Strait. The light just E of the point is foul. **Lighthouse Point Light** (58°28'57"N., 152°39'09"W.), 60 feet (18.3 m) above the water, is shown from a small house with a red and white diamond-shaped daymark on the point.

(602) **Shuyak Harbor** is about 1.3 miles N of Lighthouse Point and SE of Cape Newland. Two bare rocks, 12 and 5 feet high and 100 yards apart, are in midentrance to the harbor; they are surrounded by rocks awash and are nearly connected at low water. A pinnacle rock, covered 1¼ fathoms, is E of the midentrance rocks, leaving a narrow channel between it and the E entrance point. The better channel into Shuyak Harbor is W of the midentrance rocks. The harbor has about 200 yards of swinging room. The salteries in this harbor have been abandoned and the wharves are no longer maintained.

(605) Rocks awash are about 250 yards offshore between Port Lawrence and Port William. Nearby and closer inshore is a rock about 10 feet high.

(606) **Redfox Bay**, the largest indentation on the S side of Shuyak Strait, has general depths of less than 20 fathoms, mud bottom, and affords excellent anchorage in any weather.

(613) **Cape Current Narrows**, about 1 mile long, forms the E end of Shuyak Strait. Rocky obstructions in the narrows near the E end greatly reduce the width of the channels on either side of them.

(614) The Shuyak Island shore of the narrows is abrupt, wooded, and about 500 feet high. The Afognak side is grass covered for about 200 feet back from the shore and about 50 feet high with level top and abrupt shore.

(615) In the middle of the W part of the narrows, general depths are about 8½ fathoms or more. In the E part of the narrows, broken ground with numerous rocks awash extends almost completely across from Cape Current to Shuyak Island. Two narrow channels lead through the broken ground, one about 450 yards NW of Cape Current, and the other about 75 yards off the S shore of Shuyak Island. The former channel has a least found depth of 4½ fathoms; the latter channel has a least found depth of 5½ fathoms. Mariners are advised to seek local knowledge before attempting to make passage through Cape Current Narrows.

(616) The **tidal currents** at Cape Current Narrows are strong, and bad tide rips are frequent. Current predictions may be obtained from the Tidal Current Tables.

(620) Three channels lead into Bluefox Bay. The W channel has been used by small craft, but it is foul and is not recommended.

(621) The E channel is the one in general use, but it also has several dangers and should be navigated with caution. A 4¼-fathom spot is in midchannel about 200 yards off the middle of the E side of Hogg Island. A rock with a least depth of 1½ fathoms is 375 yards E from the SE point of Bear Island. A rock awash is about 0.5 mile S from the same point. At this rock the tangents of Hogg and Bear Islands are nearly in range. A rock with 2¼ fathoms over it is 200 yards off the SE side of the small island just S of Bear Island.

# Table of Selected Chart Notes

Corrected through NM Aug. 21/04  
Corrected through LNM Aug. 03/04

HEIGHTS

Heights in feet above Mean High Water.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 2.512" southward and 7.810" westward to agree with this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Raspberry I, AK	KZZ-90	162.425 MHz
Bede Mt, AK	WNG-528	162.450 MHz
Pillar Mt, AK	WNG-531	162.525 MHz
Kodiak, AK	WXJ-78	162.55 MHz

Mercator Projection

Scale 1:20,000 at Lat. 58°28'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS

AT MEAN LOWER LOW WATER

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, [United States Coast Pilot](#).

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

TIDAL INFORMATION				
Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW)			
	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Redfox Bay, AK (58°27' N/ 152°36' W)	feet 13.7	feet 12.8	feet 1.5	feet --.--

(Jul 2002)

COLREGS, 80.1705 (see not A)

International Regulations for Preventing Collisions at Sea, 1972.

The entire area of this chart falls seaward of the COLREGS Demarcation Line.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	M/CRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obtn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

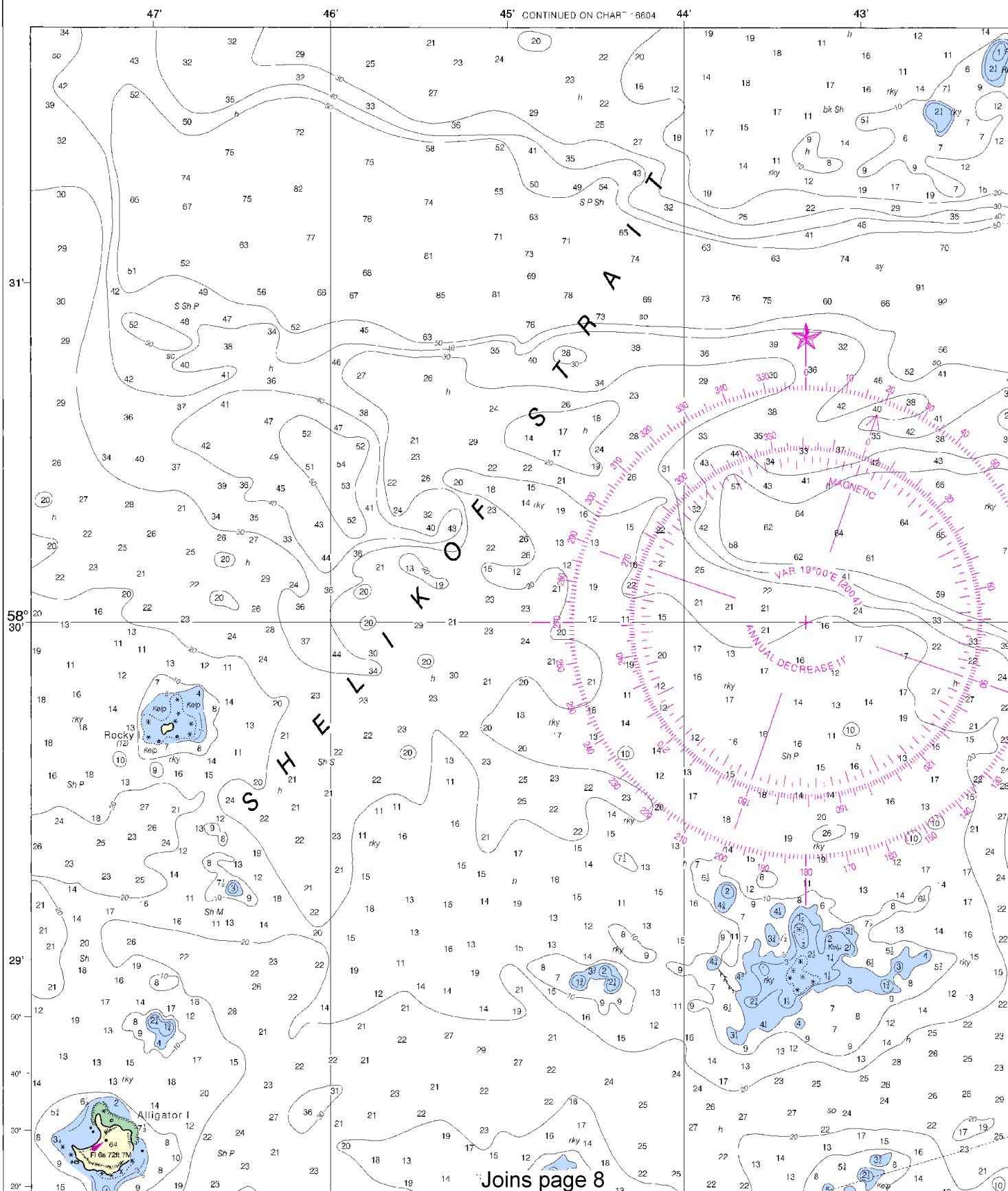
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

16605



Joins page 8

4



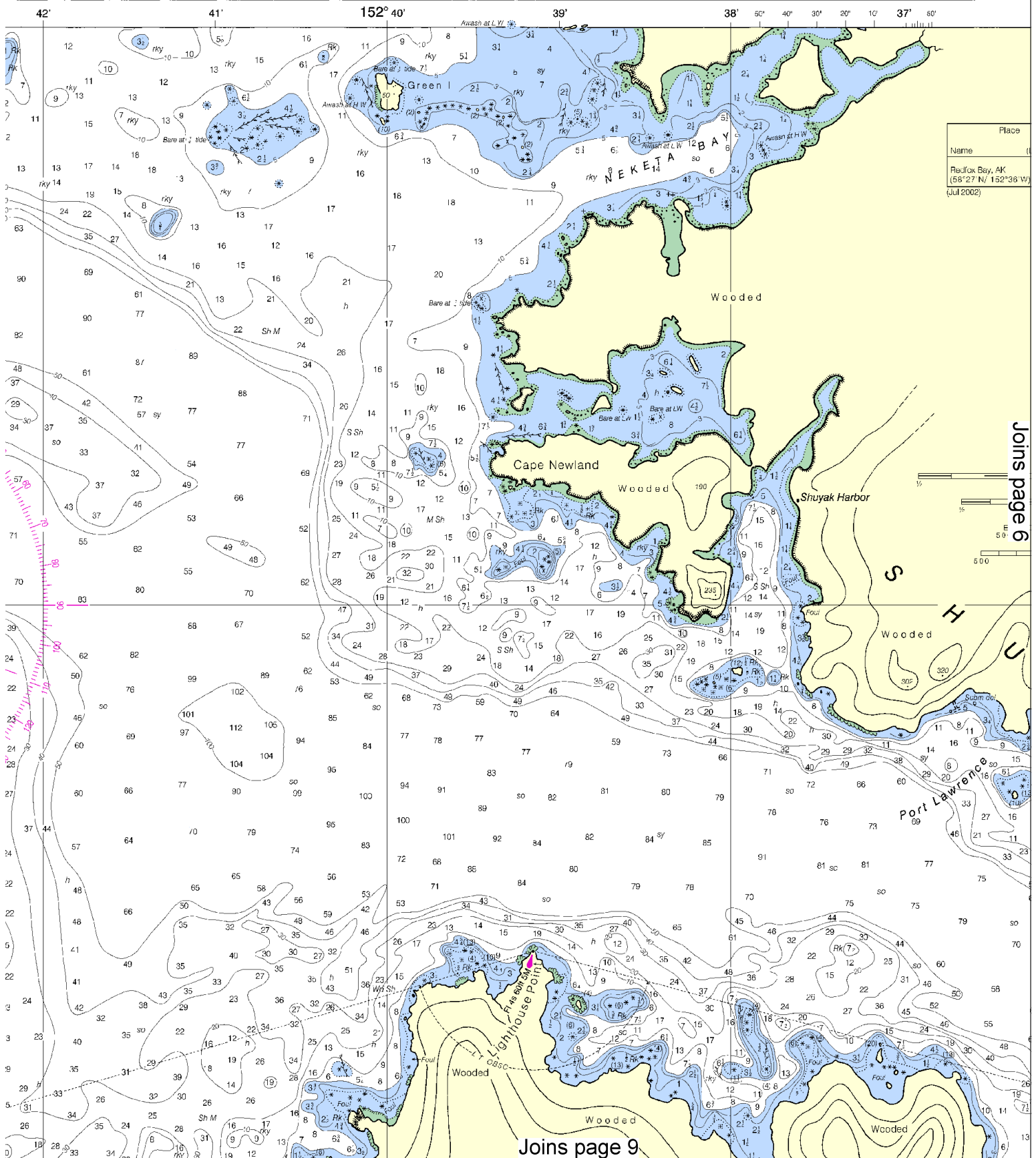
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SCALE 1:20,000  
Nautical Miles

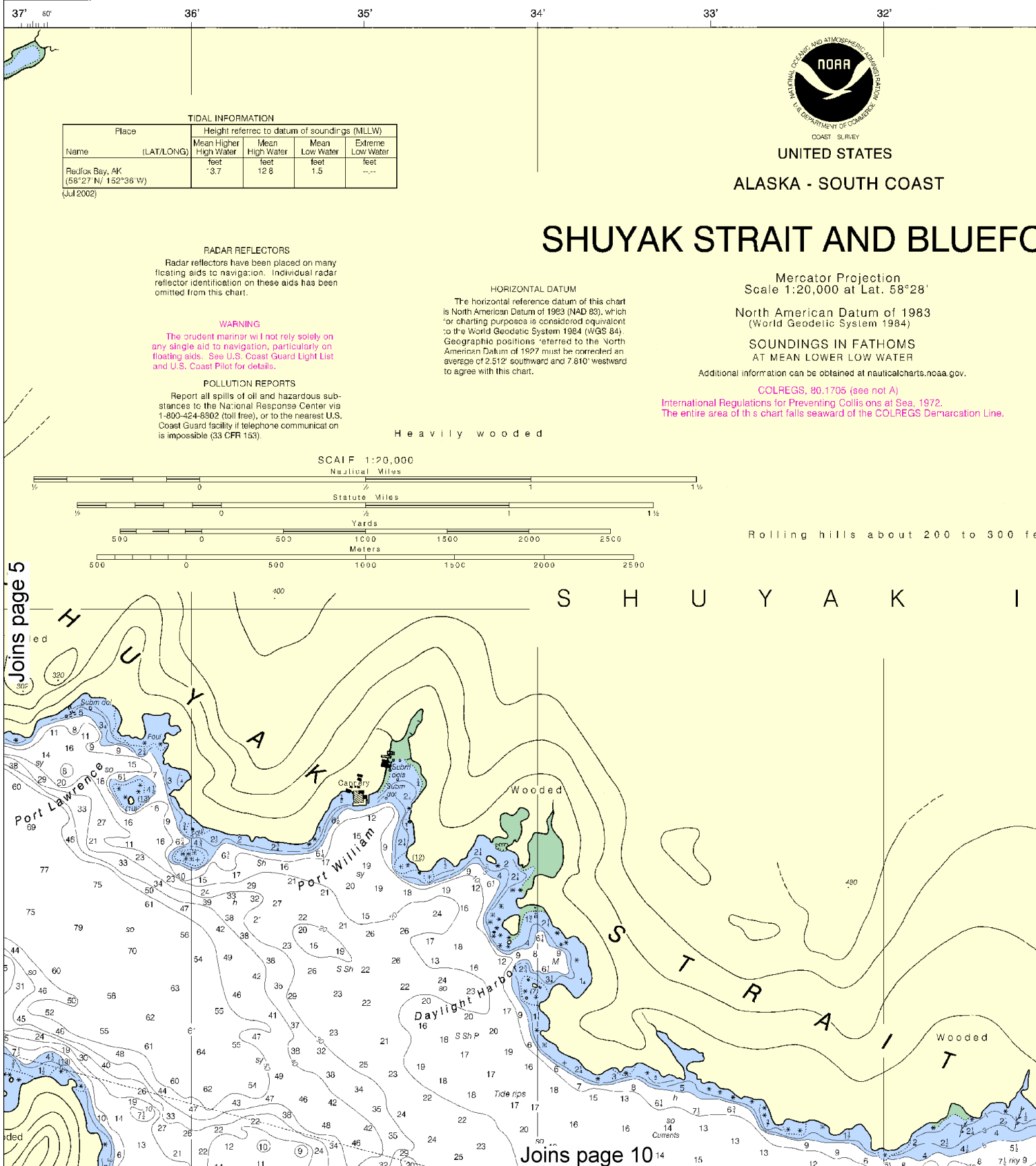
See Note on page 5.

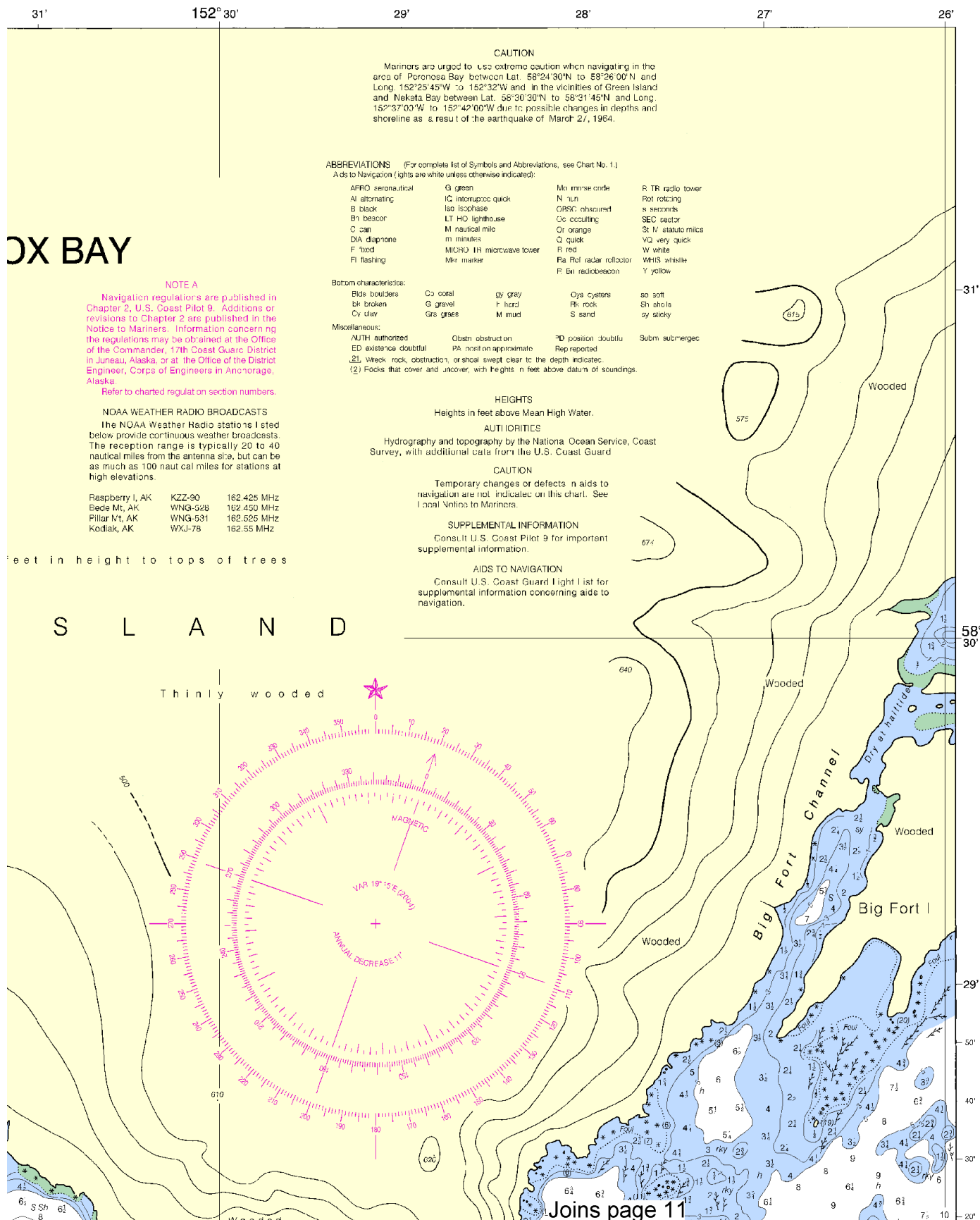




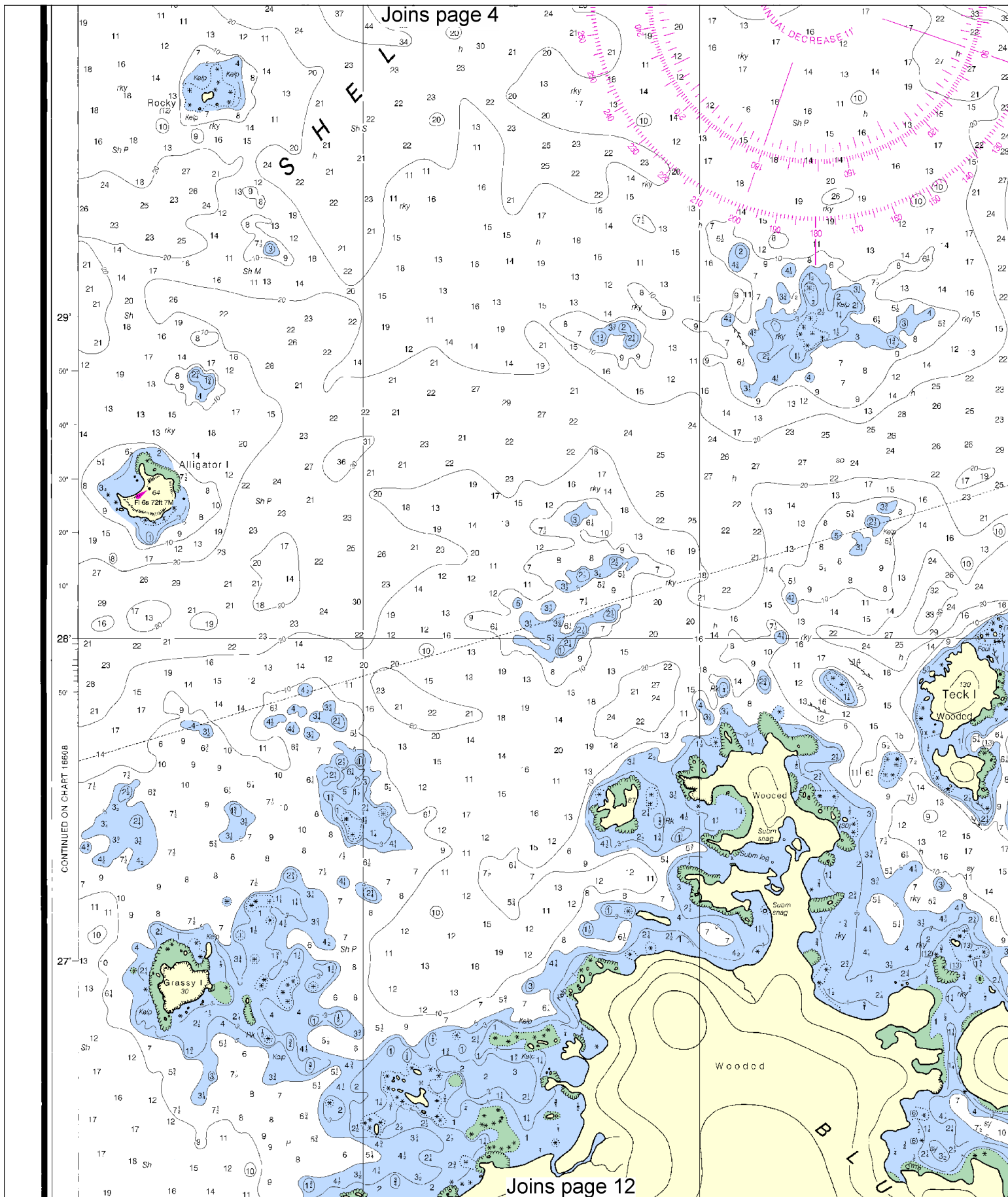


This BookletChart was reduced to 70% of the original chart scale.  
 The new scale is 1:28571. Barscales have also been reduced and  
 are accurate when used to measure distances in this BookletChart.





Joins page 4



Joins page 12

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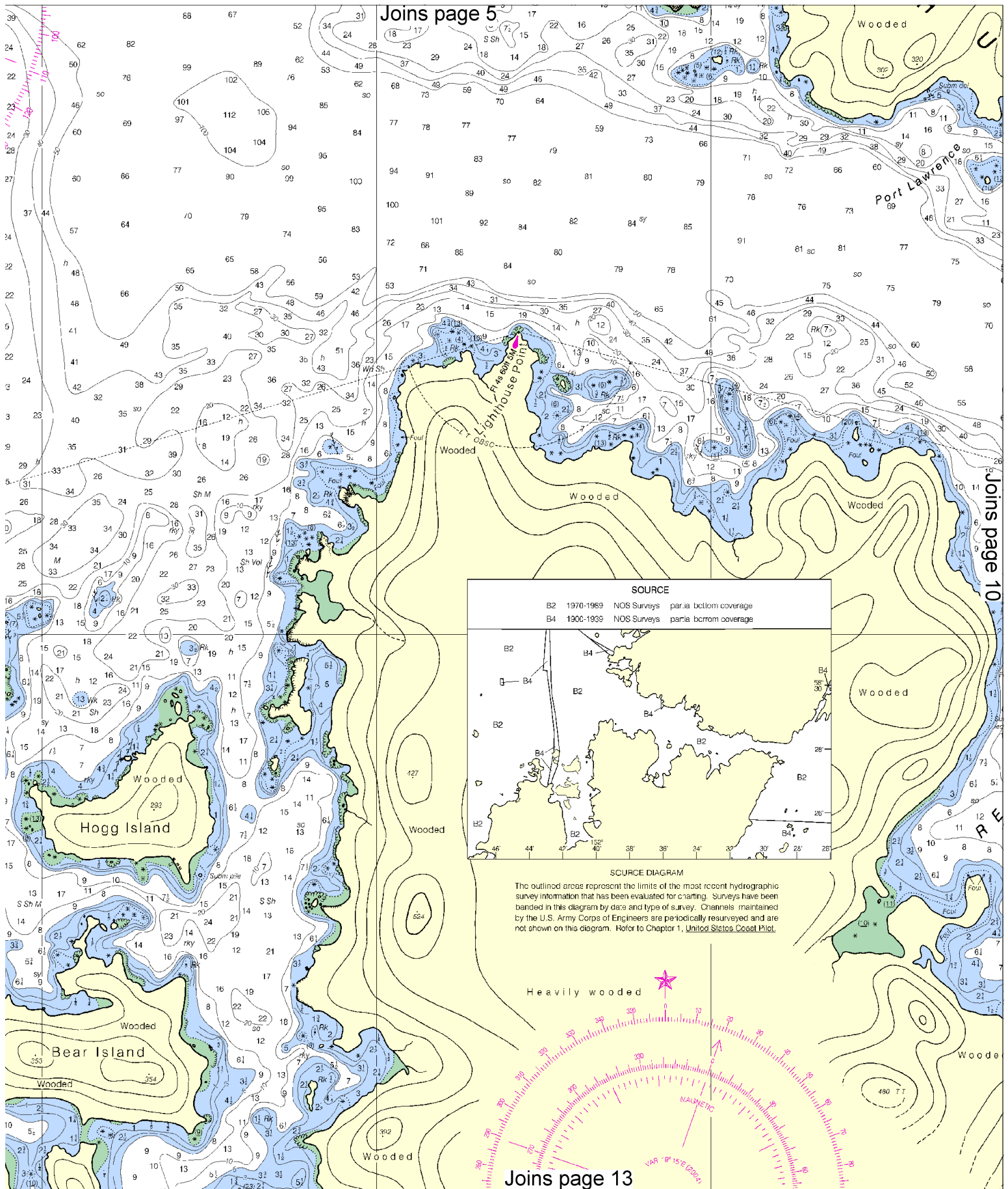
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SCALE 1:20,000  
Nautical Miles

See Note on page 5.



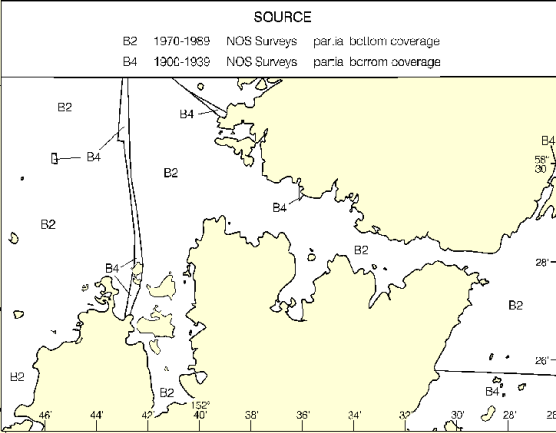


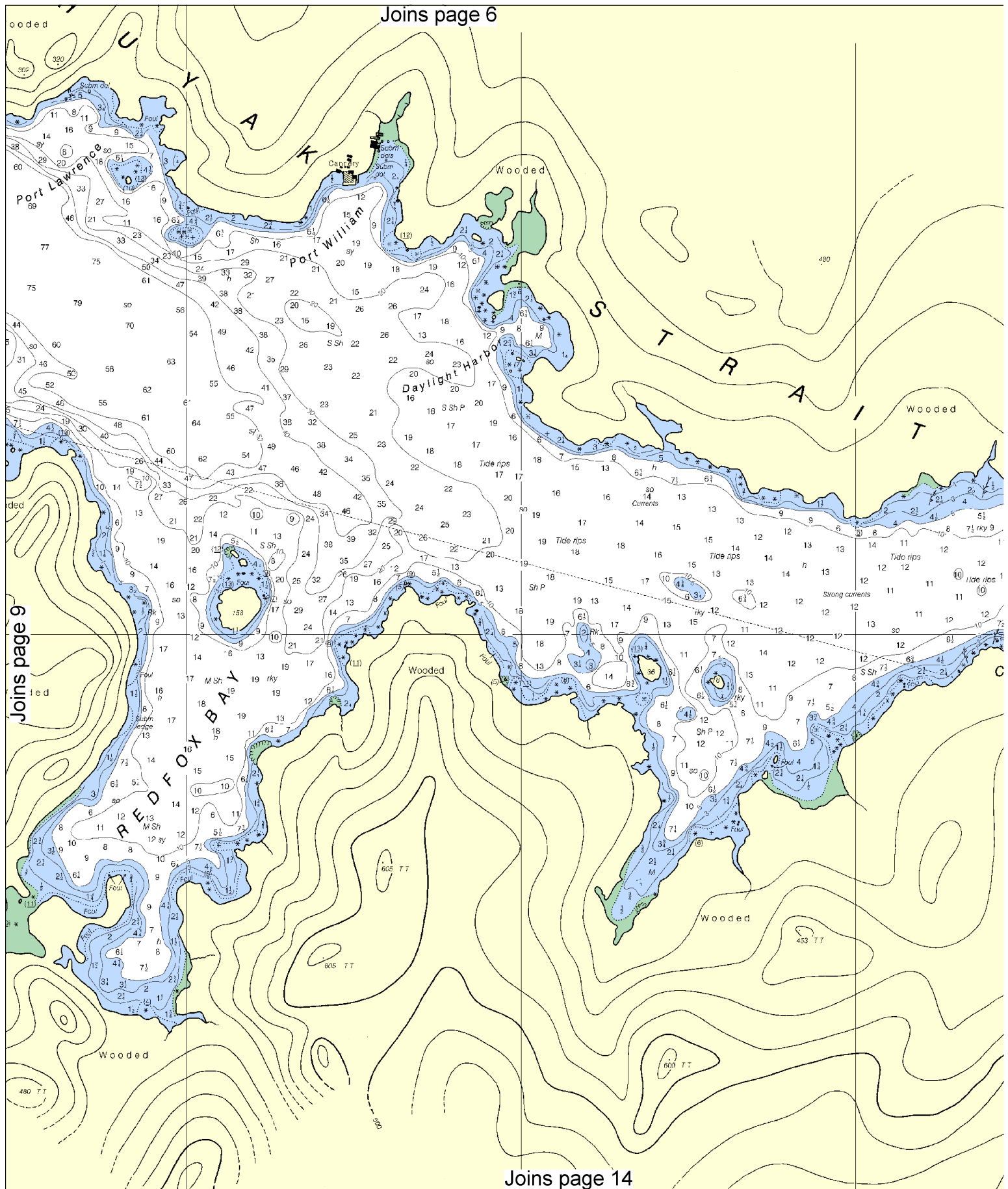


Joins page 5

Joins page 10

Joins page 13





10



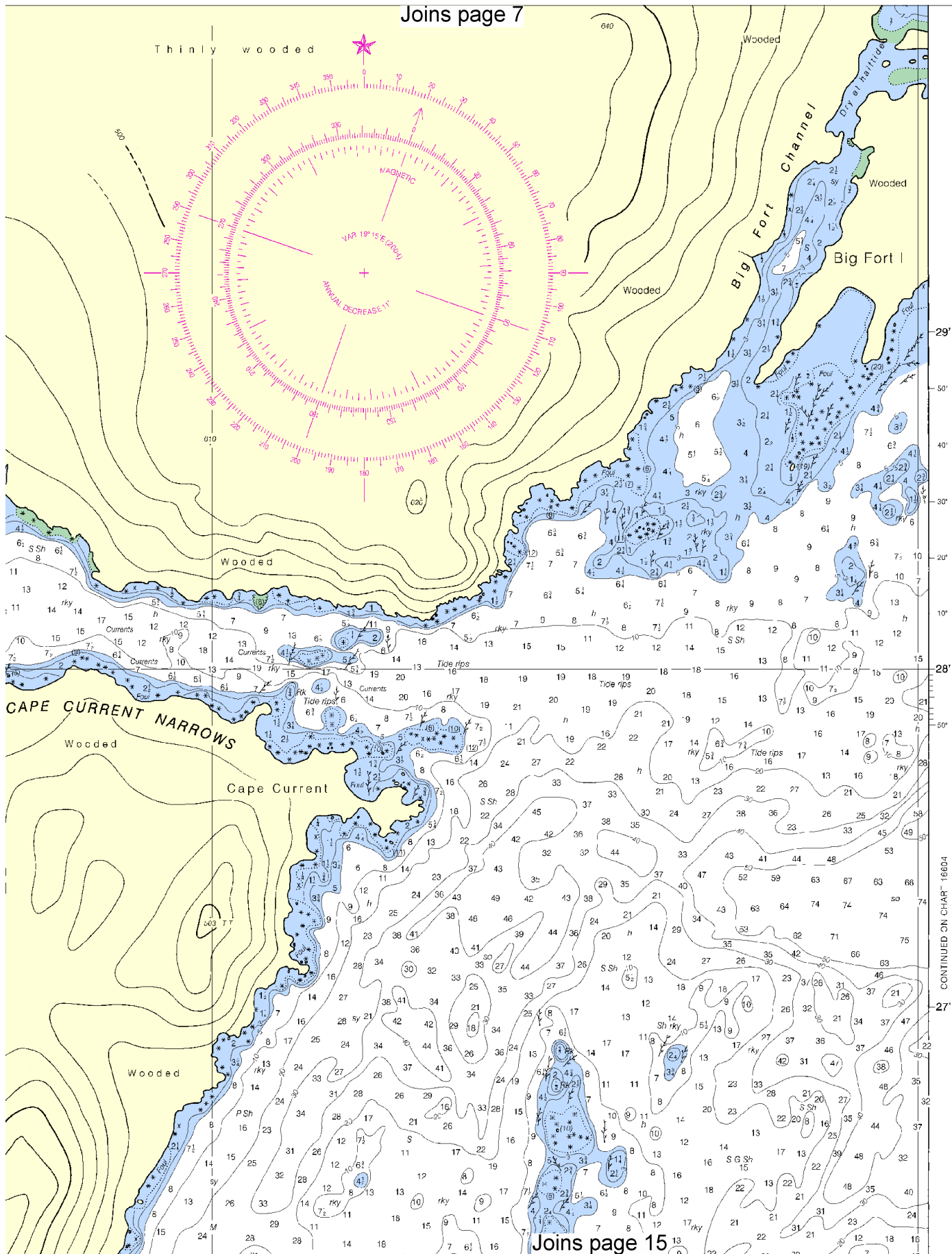
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SCALE 1:20,000  
Nautical Miles

See Note on page 5.



Joins page 7



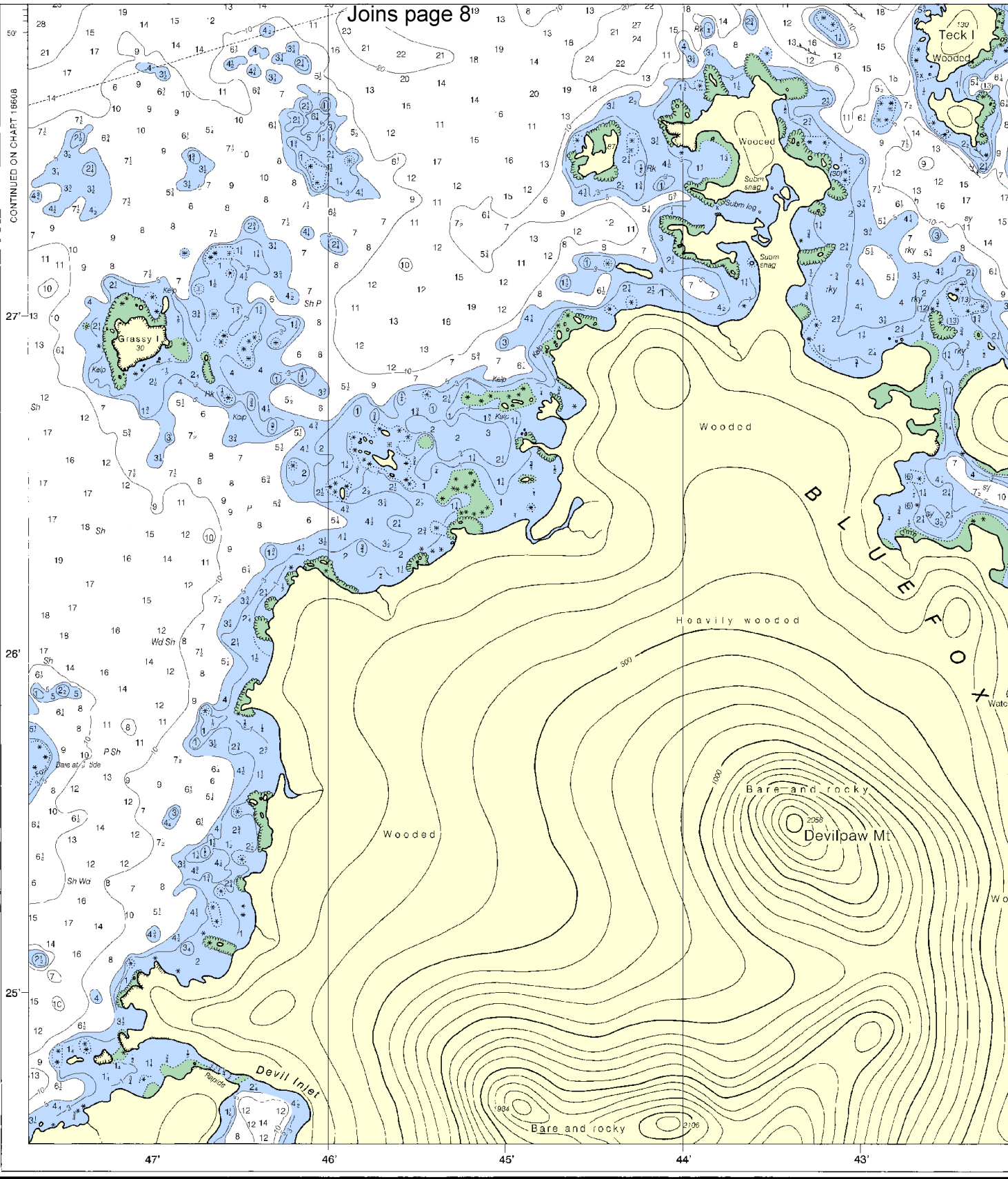
CONTINUED ON CHART 16604

Joins page 15



Joins page 8

CONTINUED ON CHART 16608



9th Ed., Aug. /04 ■ Corrected through NM Aug. 21/04  
Corrected through LNM Aug. 03/04

16605

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments improving this chart to the Chief, Marine Chart Division (N/C52), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

12



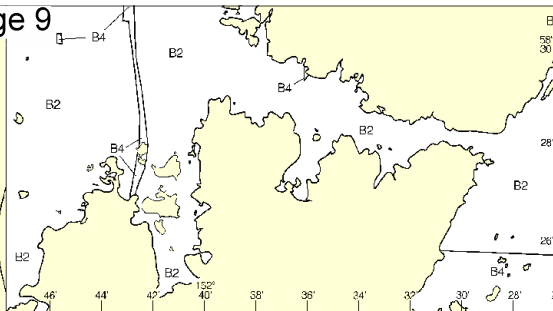
Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.



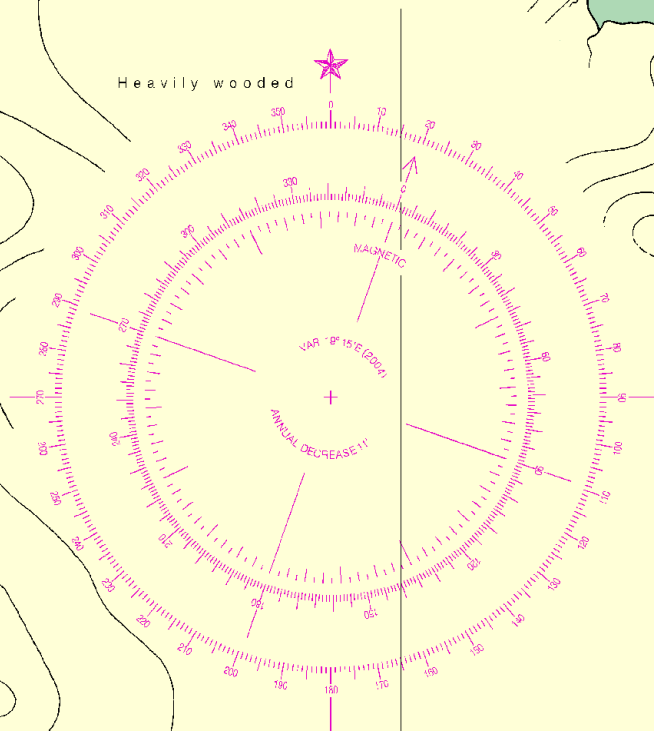
Joins page 9



SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

Heavily wooded



Joins page 14

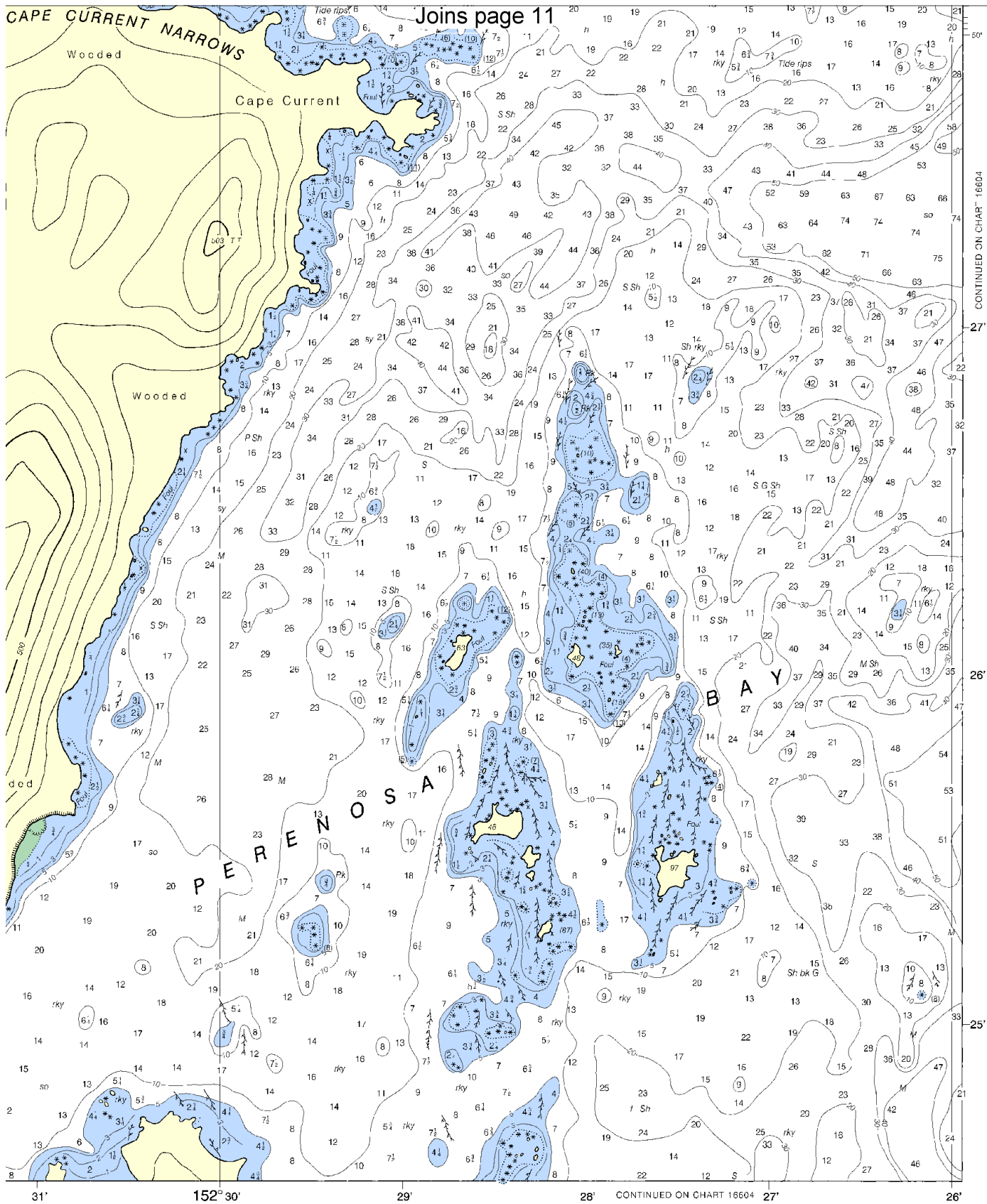
A F O G N A K

SOUNDINGS IN FATHOMS

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY







s and critical  
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agent about

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FFFT	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Shuyak Strait and Bluefox Bay  
SOUNDINGS IN FATHOMS - SCALE 1:20,000

16605

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NSN 7642014011374  
NGA REFERENCE NO. 16XHA16605

## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

**Mobile Phones** – Call 911 for water rescue.

**Coast Guard Search & Rescue (Pacific Coord)** – 510-437-3700

**Coast Guard Search & Rescue (RCC Juneau)** – 907-463-2000

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



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**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).